(c) and (d) the activities of different political parties are covered by All India Radio and Doordarshan in their news bulletins based on the news worthiness.

N.T.P.C.

3571. SHRI V.V. RAGHAVAN : Will the Minister of POWER be pleased to state :

(a) whether the process of rehabilitation of villagers in the Singrauli area of the National Thermal Power Corporation (NTPC) project has been found to be incomplete even when it was started after a decade; and

(b) if so, the details thereof and reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) and (b). The rehabilitation and resettlement of the villagers affected by thermal power projects of National Thermal Power Corporation (NTPC) in Singrauli area viz., Singrauli, Vindhyachal and Rihand Super Thermal Power projects has been completed except in case of the ash dyke areas which are being developed in phases depending upon the project requirements. The details are as follows :-

Singrauli Super Thermal Power Project

Rehabilitation and resettlement of the affected people has been completed. A new ash disposal site will be required after the existing pond is filled up. Land for this has been identified and compensation paid to the villagers.

Vindhyachal Super Thermal Power Project Stage-I

Resettlement and rehabilitation of the affected villagers has been completed except in the ash dyke area where 31 people, still occupying the land, are being persuaded to shift.

Vindhyachal Super Thermal Power Project Stage-II

Land was acquired in 1985-88 and compensation paid to the villagers in 1985-88. The ash dyke portion was not got vacated as the land was not immediately required. At present, the construction work is in progress and the land for ash dyke is required. Most of the villagers have now shifted and resettled. The remaining villagers are being persuaded to vacate the area and will be rehabilitated and resettled as per the company's policy.

Rihand Super Thermal Power Project, Stage-I

Land was acquired in 1982-89 and was divided into two parts. One part comprised the main plant and township while the other comprised ash dyke area. The villagers affected by the setting up of the main plant and township were resettled and rehabilitated.

The ash dyke area was predominantly forest land and there was delay in getting the forest clearance. Therefore, alternate area in Mithini village was acquired by NTPC. Almost all the villagers have been resettled. Construction work in the ash dyke area is in progress.

[Translation]

Handing over Anpara Power Station

3572. SHRI JAGAT VIR SINGH DRONA : Will the Minister of POWER be pleased to state:

(a) whether any agreement has been signed to hand over Anpara Power Station of Uttar Pradesh to Hundai Heavy Industries Limited; and

(b) if so, the details thereof and reaction of the Union Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) and (b) No, Sir. The main power producing unit at Anpara, consisting of 3x210 MW Anpara 'A' and 2x500 MW Anpara 'B' are being operated by U.P. State Electricity Board. However, the 2x500 MW Anpara 'C' thermal power project, an extension of Anpara 'A' and 'B' in the Sonebhadra district of Uttar Pradesh, has been decided to be implemented by the private sector by Government of Uttar Pradesh. It is now to be built, owned and operated by M/s. Hyundai Heavy Industries Ltd., South Korea, which was selected through international competitive bidding. The letter of intent was issued by Government of Uttar Pradesh on 10.7.1996 and Memorandum of Understanding was signed on 14.8.1996 between Government of Uttar Pradesh and M/s. Hyundai Heavy Industries. The action of Government of Uttar Pradesh to implement the Anpara 'C' thermal power project by M/s. Hyundai Heavy Industries Ltd. is in line with the private power policy of Government of India.

Study on Expenses of Irrigation

3573. SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Will the Minister of POWER be pleased to state:

(a) whether the comparative study on expenses of irrigation by diesel run pump sets and power pump sets used by farmers has been carried out;

(b) if so, the outcome thereof; and

(c) the steps taken by the Government to meet the power shortage in Bihar on priority basis?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH): (a) Yes, Sir.

(b) The Study carried out by using different pumping system for the same lift conditions revealed that the cost of pumping per 100 cubic meter of water was higher for the diesel pump as compared to electric pump.

(c) Various measures being taken to improve the availability of power in Bihar including the expediting the commissioning of new generating capacity, maximising the generation from the existing capacity, implementation of renovation and modernisation programme, reduction in T & D losses, effective load management and energy conservation measures, arranging power from neighbouring States/systems and encouraging private sector participation in power generation etc.

[English]

Mumbai Urban Transport Project

3574. SHRI ANNASAHIB M.K. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Paswan's dept. blamed for derailing project" appearing in `The Statesman' dated June 30, 1997;

(b) if so, the facts thereof;

(c) the reaction of the Government thereto;

(d) the steps proposed to be taken in the matter with the World Bank Authorities for reconsideration; and

(e) the details of strategy finalised by Railways in consultation with the State Government of Maharashtra to provide relief to Mumbai commuters by undertaking phase-II project?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Yes, Sir.

(b) to (d) Ministry of Railways is not responsible for delay in the project. Government of Maharashtra approached Ministry of Railways to consider rail augmentation plan for a comprehensive Urban Transport Project which could be taken with World Bank assistance. In this connection World Bank have given advance from Project Preparatory Fund for certain project preparatory studies for road and rail component of the said project. The road component studies are being dealt by Government of Maharashtra and the rail component studies are being dealt by Ministry of Railways. Two of the rail component studies are over and the third study is likely to be completed by the September 30.

The decision for seeking a World Bank loan will be taken only after the Project Preparatory Studies are over. Railways have also decided that in view of the conditionalities associated with World Bank assistance, the rail component will be executed even without World Bank assistance. Based on the requirement of funds of MUTP-II and keeping in view the physical limitations in executing such works as also the ability to incur expenditure, specially in Mumbai area, it is felt that fund availability of Rs. 300 crores per annum on a sustained basis should be able to meet the requirement.

Such an amount will be raised through additional Budgetary Support of Rs. 200 crores per annum under MTP Plan Head, and levy of surcharge on suburban services and commercial exploitation of land. The successful and timely implementation of the project in Mumbai area is heavily dependent on Rehabilitation & Resettlement aspect satisfactorily settled in time, for which the State Govt. has to take necessary action including implementation plan.

World Bank have not withdrawn finally from funding the project. World Bank in their communication dated 20.3.97 have advised that they would be willing to review their decision and consider Bank's assistance, if projects are developed where there would be an upfront commitment by the concerned parties and a clear institution implementation capability. Thereafter, in view of the good progress made by the project preparatory studies, the World Bank reviewed their earlier decision of not extending the currency of project preparatory fund advance beyond 30th June and extended it upto 30th Sept. '97.

(e) It has been decided to set up Mumbai Rail Development Corporation as a wholly Government owned Company under the Companies Act 1956 under the Ministry of Railways with equity participation by Ministry of Railways and Government of Maharashtra. The functions of Mumbai Rail Development Corporation, among others, will be :

(1) Develop co-ordinated plans for the rail components to be included in MUTP-II and other planned investments in Mumbai suburban rail services and execute the resulting infrastructure projects.

(2) Integrate urban development plans for the Mumbai Metropolitan Region with rail capacity plans and proposed investments.

(3) Co-ordinate and ensure improvement of track drainage and the removal of encroachments and trespassers from the railway's right-of-way and station approaches.

(4) Execute specified projects for the commercial development of railway land and apportion the net income in the ratio of 1:1:1 for Railway Projects in Mumbai area, Maharashtra and elsewhere in the country respectively. These would be done in consultation with Ministry of Railways & Government of Maharashtra respectively as the case may be.

Programmes for Inspiration of Youth

3575. SHRI K.P. SINGH DEO : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Delhi Doordarshan (DD) has commissioned any programme to inspire youth to join the territorial Army;

(b) if so, the details thereof;

(c) whether steps have also been taken by DD to improve the image of Territorial Army; and

(d) if so, the details thereof?